

OTH SIDES ARE CONFIDENT

REPUBLICANS AND DEMOCRATS
PREDICT BIG MAJORITIES.

Both parties in Ohio are claiming the Legislature—A conference of the Democratic Leaders of New York Was Held Yesterday at Albany—Big Vote Is Expected in Kentucky.

Albany, Nov. 4.—A conference of Democratic leaders was held to-day. Representatives were present from different counties. The estimated majorities of the eleven counties, which are placed in the Democratic column, aggregate 3,000. The estimated majorities in the Republican column aggregate 52,000. The final estimate of the Democratic committee is 13,000 plurality for the State ticket and twenty-six of the fifty counties.

Louisville, Ky., Nov. 4.—At General Hardin's headquarters confidence prevails that Kentucky will roll up a handsome majority to-morrow for the Democratic ticket. On the other hand prominent Republicans claim that Bradley will carry the State by 5,000 to 10,000. It is agreed by all parties that the largest vote ever polled in the State will be given to-morrow.

Columbus, O., Nov. 4.—The Republicans concede that the plurality to-morrow for their State ticket will drop back to the normal figure—from 10,000 to 30,000. The Democrats claim that it will be wiped out and that ex-Governor Campbell will be elected by 10,000. The committee chairman make no estimates, however. The Democrats base their hope of success upon opposition with his own party to ex-Governor Foraker, whose faction secured control of the convention at Zanesville and dictated the nomination of General Bushnell. Both parties are claiming the Legislature.

Des Moines, Nov. 4.—Indications are that the vote to-morrow will be light. The Republican committee claims the election of the entire ticket by pluralities of from 40,000 to 50,000. The members acknowledge that the vigorous attack made on Drake's railroad building record will cause him to run from 7,000 to 8,000 behind the rest of the ticket. The Democrats concede the election of the Republican ticket excepting the head. They claim there is a show for the election of Drake because of defections from Drake's following.

The prohibitionists claim that their ticket will receive 20,000 votes, against less than 8,000 a year ago.

Salem, Mass., Nov. 4.—The closing Democratic rally of the campaign was held in Mechanics' hall to-night, the speakers being Hon. Harvey N. Shepard, Democratic candidate for Congress from this district, Representative Farley of Lowell, George Fred Williams and Thomas L. Davis, candidate for Senator. P. Clifford Brigham, candidate for representative from the Fourteenth Essex district, was the presiding officer.

New York, Nov. 4.—The election to-morrow will be for State officers with the exception of Governor.

The battle in this city will be between the forces of good government, represented by the fusion ticket, and the followers of Tammany. The fusion ticket contains the names of Republicans and leaders of the State Democracy. The Democratic State ticket, however, has been endorsed by the State Democracy and, it is believed, will receive the support of the different factions. The campaign in this city closed to-night without any extraordinary demonstrations. Tammany's leaders predict that its county ticket will be elected by from 40,000 to 60,000 majority, while the fusion ticket managers are just as confident that Tammany will not return to power. Both sides declare they will carry the State by comfortable majorities. The betting is very tight at the hotels and in sporting circles to-night. But few betting men were about the Fifth Avenue hotel, the Hoffman house, St. James' hotel and the Gilsey house, where in former years there has always been a great crowd.

At midnight the odds stood at 3 to 1 on a Republican State victory, while a Tammany continuance fought shy on the result in the State and confined themselves to the county. The odds offered were two to one on the county, but there were no takers. Among some of the bets recorded are: Al Smith bet Riley Grannan \$1,000 to \$500 on Tammany's victory in the county. George Morgan and R. A. Anderson made a like bet. Billy Edwards put up \$750 against Major Tom Williams' \$350 that Tammany would win in the county. Edwards took the Tammany end. Billy also made several bets of \$400 to \$200 on the same conditions. Late to-night Ed. Gilmore made a bet of \$1,000 to \$400 with Jack McDonald that Tammany would have a majority in the county.

In Brooklyn there are three candidates for mayor—Shepard, Independent Democrat; Grant, regular Democrat; and Foster, Republican.

Republicans believe that Shepard will take enough votes to elect Wurster. Shepard, it is conceded, has no prospect of being elected. The probabilities are that Wurster will poll within a few thousand of the full Republican vote and be elected. The Brooklyn Democrats are united on the State ticket.

Baltimore, Nov. 4.—The hottest campaign in this State closed to-day. Many leading Democrats of the State have endorsed the Republican gubernatorial candidates, Hon. Lloyd Lowndes, and have stumped the State in opposition to the millionaire merchant, John E. Hurst of Baltimore, who claims was forced upon the Democracy by Senator Gorman. "Down with bossism" has been the slogan throughout the canvass and the anti-Gorman Democrats have worked hard for the overthrow of the ring. It is claimed the Cleveland Democracy of the city and State will vote for Lowndes to a man and many of them

TO TAX STREET RAILROADS

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A motion was made to table the report for printing, but Alderman Macdonald explained that unless action was taken at the present time the city would lose all its rights in the matter in consequence of a law to that effect passed by the general assembly of 1895. The motion to table was then withdrawn. The petition in question was that of the Winchester Avenue Railway company for permission to run through Washington and other streets in the city. The report of the committee grants the petition under the usual restrictions and provides further that the railroad company enter into an agreement with the city to pay to the city the sum of \$700 per year for each mile of single track and pro rata for all fractional parts of a mile of track in return for the franchise and privileges granted to the company.

After the report had been amended, making the weight of the rail to be used seventy pounds instead of fifty pounds, Alderman Blakeslee stated that he was not prepared at this juncture to vote to compel the company to pay any such amount for the privilege of operating its cars through certain streets in this city, especially as it was a radical departure from the usual methods of the city of common council. He also argued that more time should be allowed for the consideration of this question which was, in his opinion, a very broad one.

Alderman Macdonald claimed in reply that the matter under discussion was no new matter. "I deny," he said, "the action of these railroad companies going to Hartford and securing the passage of any such law in the face of the fair treatment received in the past at the hands of the city of New Haven. The judge of the superior court has a right to give away every street of the city and the court of common council is of this law and I must say that I consider the action of the railroad companies an injustice and an outrage practically a nonentity in consequence to the citizens. I have always claimed that the people of this city know better than what streets railroads should go through than any legislature in session at Hartford. The legislature has given them the right to go through those streets. You have no rights or privileges in the matter, as the judge of the superior court can override any action that may be taken by the court of common council."

Alderman Connor explained that the report of the committee was simply of a prohibitory nature, as it was in fact the only thing the city could do to prevent a railroad company from laying tracks through the streets of the city by imposing such regulations that the companies could not or would not comply with them. After these explanations the report of the committee was accepted, Alderman Blakeslee voting in the negative.

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ALDERMEN LAST NIGHT.

Winchester Avenue Company Must Pay for Valuable Franchise—Seven Hundred Dollars Per Annum for Every Mile of Single Track—Other Business.

Twenty-two of the twenty-four members of the board of aldermen were present at the November meeting of that body last evening and considerable business was transacted. The most important business considered was the report of the committee on railroads and bridges recommending that the Winchester Avenue Railway company be compelled to pay to the city annually in the month of December the sum of \$700 for each and every mile of track and pro rata for every fraction of a mile of track. The reading of the report was followed by a lengthy debate upon the subject, after which the report was adopted.

A motion was made to table the report for printing, but Alderman Macdonald explained that unless action was taken at the present time the city would lose all its rights in the matter in consequence of a law to that effect passed by the general assembly of 1895. The motion to table was then withdrawn. The petition in question was that of the Winchester Avenue Railway company for permission to run through Washington and other streets in the city. The report of the committee grants the petition under the usual restrictions and provides further that the railroad company enter into an agreement with the city to pay to the city the sum of \$700 per year for each mile of single track and pro rata for all fractional parts of a mile of track in return for the franchise and privileges granted to the company.

After the report had been amended, making the weight of the rail to be used seventy pounds instead of fifty pounds, Alderman Blakeslee stated that he was not prepared at this juncture to vote to compel the company to pay any such amount for the privilege of operating its cars through certain streets in this city, especially as it was a radical departure from the usual methods of the city of common council. He also argued that more time should be allowed for the consideration of this question which was, in his opinion, a very broad one.

Alderman Macdonald claimed in reply that the matter under discussion was no new matter. "I deny," he said, "the action of these railroad companies going to Hartford and securing the passage of any such law in the face of the fair treatment received in the past at the hands of the city of New Haven. The judge of the superior court has a right to give away every street of the city and the court of common council is of this law and I must say that I consider the action of the railroad companies an injustice and an outrage practically a nonentity in consequence to the citizens. I have always claimed that the people of this city know better than what streets railroads should go through than any legislature in session at Hartford. The legislature has given them the right to go through those streets. You have no rights or privileges in the matter, as the judge of the superior court can override any action that may be taken by the court of common council."

Alderman Connor explained that the report of the committee was simply of a prohibitory nature, as it was in fact the only thing the city could do to prevent a railroad company from laying tracks through the streets of the city by imposing such regulations that the companies could not or would not comply with them. After these explanations the report of the committee was accepted, Alderman Blakeslee voting in the negative.

Another report from the same committee was accepted compelling the Fair Haven and Westville Railroad company to run its cars